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10/30/98

POLLUTION REPORT

I. HEADING

Date: October 30, 1998

Subject: Midwest Body Corporation Site, Paris, Edgar County, Illinois

From: Kevin Turner, U.S. EPA On-Scene Coordinator, Region 5

To: K. Mould, U.S. EPA, OSWER, Washington, DC
R. Karl, Chief, Emergency Response Branch
B. Bollin, Chief, Emergency Response Section II
B. Messenger, Chief, Emergency Enforcement Section
C. Graszer, Enforcement Specialist
G. Narsete, Office of Public Affairs
J. Kujawa, Office of Regional Council
B. Everts, Illinois EPA
H. Taylor, Chief, Paris Fire Department

POLREP: #2 - Fund Lead Removal

II. BACKGROUND

Site No: B530
CERCLIS No: ILD005157888
NPL Status: Non NPL
Start Date: 09/29/98
Completion Date: N/A

Task Order No: 006
Response Authority: CERCLA
State Notification: 06/27/97
Demobilization Date: N/A
Status of Action Memorandum: Signed 04/09/98

III. SITE DESCRIPTION

A. **Incident Category:** Inactive Manufacturing Facility

B. **Site Location:** 2109 South Central Ave
Paris, IL 61944

Site Latitude: 39° 35' 37.6" Site Longitude: 87° 41' 55.2"

1. **Site description:**

See initial POLREP

2. Description of threat:

See initial POLREP

C. Preliminary Assessment/Site Inspection Results

See initial POLREP

IV. RESPONSE INFORMATION

A. Situation

1. Removal activities to date:

Earth Tech (as the ERR contractor) continues to excavate contaminated material from the site. The excavation pits are larger than or roughly match Illinois EPA's delineation as detailed in their Remedial Investigation (RI) report. Additional areas of contamination not identified in the RI report were discovered through a discussion with a local resident. Test pits are being dug outside of the excavated pits to verify the extent of contamination. Analytical results received to date indicate that clean-up criteria for total lead concentration of 400ppm and/or TCLP lead concentration of 5ppm has been met within the excavation pits. Earth Tech began to backfill excavation pits with clean material located on site. A small quantity of backfill material will be needed to be procured through outside sources.

Before off site transportation began the pile of contaminated material was approximately 3,500 cubic yards. Contaminated material is scheduled to be removed over a 3 week period by gondola rail cars. Earth Tech, USEPA, and START will determine the designation of hazardous and nonhazardous rail cars and manifest them accordingly. The disposal facility, USL City Environmental, Detroit, MI will accept all waste (based upon waste profiles). They may analyze the contents of a rail car to ensure that cars identified as nonhazardous are nonhazardous. Twelve rail cars will be delivered every 48 hours (3 times a work week). Earth Tech has this time to line and load the cars in order for them to be shipped on the day new rail cars arrive. On Monday October 26, twelve gondola rail cars arrived on site. Earth Tech lined the rail cars with a poly liner then filled them with the excavated material. On October 28, twelve cars were shipped, six were identified as hazardous, the other six were identified as nonhazardous. On October 30, twelve cars were shipped, five were identified as hazardous, seven were identified as nonhazardous. The estimated weight per rail car was 95 tons (total: 1,045 tons hazardous material and 1,235 tons nonhazardous material).

On Tuesday, October 27, START began to sample the 10 monitoring wells on site. On October 27, samples were taken from five wells and shipped to AEA Labs for analysis. On October 28, the remainder of samples were taken and shipped for analysis. The samples will be analyzed for TCL Semi-volatile organic compounds, pH, total Cyanide, total Sulfide, TCL volatile organic compounds, and TAL metals. This analysis corresponds with Illinois EPA sampling during their RI.

2. **Enforcement:**

See initial POLREP

B. Planned Removal Actions

- Excavate buried paint waste
- Stage paint waste
- Load drums and paint waste into gondola rail cars
- Off-site disposal of drums and paint waste
- Review results of soil sampling of excavated pits
- Backfill excavation pits with clean soil

C. Next Steps

Continue to identify and excavate areas of contamination. Load drums and paint waste into gondola rail cars for off-site disposal. Obtain additional backfill material.

D. Key Issues

Ensure that loading the drums and paint waste into the gondola rail cars meet with Conrail's approval for transportation over their rail lines. Difficulties with sample turnaround times for AEA Laboratories.

V. COSTS

Extramural Costs:

Total Cleanup Contractor (e.g, ERRS) Costs	$542,699.20
START	$15,777.00
TOTAL, EXTRAMURAL COSTS	$558,476.20

Intramural Costs:

Direct Costs (Region, HQ, ERT)	$10,500
Intramural Indirect Costs	$0
TOTAL, INTRAMURAL COSTS	$10,500

TOTAL SITE COST	$568,976.20
Project Ceiling	$1,429,710
Project Funds Remaining (percentage)	60.2%

The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor. Other financial data, which the OSC must rely upon, may not be entirely up to date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

VI. DISPOSITION OF WASTES

Wastestream	Medium	Quantity	Contaminant	On Site Treatment	Disposal
Hazardous	Soil	1,045 tons	TCLP Lead	None	City Environmental; Detroit, MI
Nonhazardous	Soil	1,235 tons	None	None	City Environmental; Detroit, MI